

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The Build Alternative is within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93, analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons.

- The Build Alternative is not a new or expanded highway project that would have a significant number of or a significant increase in diesel vehicles. The Build Alternative would extend Gene Autry Way to the west for the purpose of connecting I-5 to Haster Street. The future traffic volumes along this segment of Gene Autry Way are not projected to exceed 125,000 average daily vehicles or 10,000 daily truck trips. The traffic volumes along the local roadways are listed in Table 1. As shown, the Build Alternative would reduce the traffic volumes along Haster Street and Katella Avenue. The average daily truck volumes were calculated using 3.5 percent of diesel truck traffic on I-5 within the project area.
- The Build Alternative does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the Traffic Report (PB, July 29, 2008), the Build Alternative would not worsen the LOS at any of the intersections within the project area that are currently operating at a LOS of D, E, or F. As shown in Table 2, the Build Alternative would improve the traffic flow and LOS at several intersections within the project area.
- The Build Alternative does not include the construction of a new bus or rail terminal.
- The Build Alternative does not expand an existing bus or rail terminal.
- The Build Alternative is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Table 1: 2035 Roadway Traffic Volumes

Roadway Link	No Build		Build	
	ADT	Truck ADT	ADT	Truck ADT
Haster Street between Katella Avenue and Orangewood Avenue	30,020	1,051	25,920	907
Katella Avenue between Haster Street and Manchester Avenue	70,080	2,453	61,400	2,149
Katella Avenue between Anaheim Way and Lewis Street	88,760	3,107	82,530	2,889
Gene Autry Way between Haster Street and I-5	N/A	N/A	24,660	863

Source: PB, July 2008.

ADT = Average Daily Traffic

N/A = Not Applicable.

Table 2: 2035 Intersection Capacity Utilization and Levels of Service

Intersection		No Build		Build	
		ICU	LOS	ICU	LOS
1.	Haster St./Orangewood Ave.	0.66	C	0.72	C
2.	Haster St./Katella Ave.	0.82	E	0.83	D
3.	Katella Ave./Anaheim Way	0.75	C	0.74	C
4.	Katella Ave./Lewis St.	0.83	E	0.90	D
5.	Katella Ave./Manchester Ave.	0.78	C	0.68	B
6.	Gene Autry Way/ I-5 HOV Ramps	0.37	A	0.78	C
7.	Gene Autry Way/Haster St.	N/A	N/A	0.87	D
8.	Gene Autry Way/Lewis St.	0.42	B	0.79	C

Source: PB, July 2008.

ICU = Intersection capacity utilization

LOS = Level of service

N/A = Not applicable.